

The Advocate

VOL. VI, NO. 27.
\$1.00 A YEAR.

TOPEKA, KANSAS, JULY 4, 1894.

OFFICIAL STATE PAPER.

LABOR IS KING.

A COMBINATION STRIKE PARALYZES RAILROAD TRAFFIC.

The Strike Brought On by the Pullman Car Company's Oppression of Shopmen—It Spreads Like Fire.

The most gigantic railroad strike in the history of the world is now in progress, and what the result of it will be is a question of serious concern to all classes of people. The trouble began in the shops of the Pullman Palace Car company, near Chicago. This company has been gradually cutting down the wages of its employees for some time, until the starvation point has been reached, and as the company owns the town of Pullman, where the shops are located, rent and public necessities, such as water and light, have been kept at unreasonable prices.

Most of these shopmen are members of the American Railway union, and having been turned out of work, their union, on June 23, decided to boycott the Pullman cars, and in that way secure the assistance of other railway men of different trades to bring the Pullman company to reasonable terms. The boycott began on certain lines June 27, but failing in the desired effect it was soon extended to all the great roads which use Pullman cars. The orders to union men being to handle no trains with these cars in. Even the shopmen on the various roads joined in the boycott and the result is that traffic is paralyzed on nearly all the Western roads. It is estimated that already over 400,000 men are idle from the effects of this strike. Most of the railroad managers stand out against the employees, claiming that they are bound by contract to pull the Pullman cars.

In some cases the companies have voluntarily closed their shops, giving as a reason that the shops can not run when trains are side-tracked. This was the case in Topeka, where the shopmen had decided to go out Monday noon, but before the noon hour an order came from the general manager to shut down, and the men were saved the trouble of striking.

The strikers' cause seems to be under the management of Eugene Debs, president of the American Railway union.

THE FIRST MOVE.

CHICAGO, June 27.—The first formal move in the boycott of Pullman cars was made last night when all American Railway union men on the Illinois Central railroad were ordered to refuse to handle trains with Pullman cars. The order was obeyed by the switchmen and

suburban service was tied up in this city, the operators in the tower at Seventy-first street having the suburban switches mixed up. Some of the trains were run on the main line. Two trains tied up at Grand crossing were run out under police protection.

The roads so far affected by the strike at this point are the Illinois Central, Santa Fe, Chicago Great Western, Chicago & Northern Pacific, West Indiana, Wisconsin Central, Chicago & Eastern Illinois, Wabash, Grand Trunk, Monon and the Baltimore & Ohio.

The Illinois Central has given notice that it can accept no freight of any kind. The strike has precipitated a coal famine on the steamboat docks, and business on the river is at a standstill. Arrangements are being made to put hard coal on some of the tugs that can use it. The strike came so suddenly that it found the coal men utterly unprepared for it, and while they have plenty of coal in the switch yards of the Illinois Central, they can not get it to the docks.

Chief of Police Brennan detailed thirty men to watch the property of the Chicago & Northern Pacific in response to a call from the officials of that road. Seventy-five policemen were detailed to guard the property of the Illinois Central and twelve were sent to the Western Indiana Yards. The entire reserve force of the police department is held in readiness.

When the through trains from Sioux City and on the Baltimore & Ohio road arrived at the Grand Central station the switching crews refused to back their own trains out. When the engineer of the Sioux City train pulled into the depot he was asked to take his train back to the yards by Superintendent Kelly. He refused and both he and the fireman left the cab. Superintendent Kelly then boarded the engine and took the train down the yards himself. In every instance the road trainmen refused to do any switching as long as the Pullman cars were attached to the train.

The plan to secure aid from other organizations on the conduct of the fight against the Pullman company assumed definite shape to-day, and a conference of leaders of the Knights of Labor, Brotherhood of Locomotive Firemen and American Railway union was held. Grand Master Workman Sovereign, of the Knights; President Debs, of the American Railway union; Secretary Arnold, of the Locomotive Engineers, were all present.

THE GENERAL SITUATION.

CHICAGO, June 29.—President Debs to-day issued an address to the railway men of America setting forth the causes and objects of the present strike. In his address he says: "The struggle with the Pullman

Continued on page 12.

THEIR ATONEMENT.

LEAVING THE REPUBLICAN PARTY WITH ITS RECORD OF CRIME.

Morrill and Blue, Republican Candidates, Denounced by Delegates to the Convention That Nominated Them.

In support of the assertion that some of the ablest men the republican party contained are leaving that party since the state convention, we reproduce the following letters containing expressions of three of them, W. P. Hackney, T. J. Rude and John A. Morton. The first two were delegates to the Morrill convention, Mr. Hackney having been on the platform committee of that convention. In 1892, he was chairman of their state convention. There are many more to follow:

HACKNEY TO BLUE.

LAW OFFICE OF W. P. HACKNEY,
WINFIELD, KAS., June 18, 1894.

Hon. R. W. Blue, Pleasanton, Kansas.

DEAR SIR:—In a report of your speech made at Kansas City, Kas., Saturday evening, as published in the Kansas City Journal yesterday morning, you are made to say: "That you like the national platform on the money question."

In this I presume you refer to the national Minneapolis platform of the republican party. Is this so, and do you still adhere to that platform?

Inasmuch as the Kansas City Journal is your friend I presume you will answer in the affirmative. If this is so, is there any difference in your position now and that of John Sherman and the other members of the republican party of this congress who have gone off after Grover Cleveland on the money question?

If this is so, then what have you to say to the last paragraph of the money clause of the platform upon which you was nominated which provides for the opening of the mints of this country to the coinage of American silver? In other words, do you construe that to mean, as it was intended (as I understand it) that the American product should be coined at the ratio of 16 to 1, or do you mean it shall be coined at the ratio evidenced by the bullion value of the two metals.

An open and fair declaration on your part in response to these interrogatories is in order at this time in view of your past political declarations on this question, as well as your declaration on last Saturday evening, and as an old-time friend, who has when possible testified to the same personally, I think I am enti-

tled to an answer without any equivocation or hesitancy.

I want to know, if you shall be elected to congress, what I may expect from you on this question. I was not in favor of your nomination at the late convention because of your well known prior financial sentiments, but I was led to believe by your friends that the adoption of the platform referred to would meet with your hearty approbation, and that you would enter into the campaign in accordance with the spirit of the coinage declaration therein contained.

I know that the republican party has been wrong on this question and seriously and radically wrong, and twenty years of disastrous and adverse experiences ought to convince the most skeptical of that fact. But these disasters have been so terrific of late that it seemed to me that the leadership of the party must face from the breakers in front of whither we are drifting, and steer for the broad and deep ocean of the rehabilitation of silver, and as a step in the direction I thought the Kansas plank would be a bridge to tide us over from the mistakes of '92 to the successful issues of '96, from the single gold standard of '92 to a broad statesman-like bimetallicism of '96 as enacted into law prior to the crimes of 1873 and those following whereby silver was stricken down.

But if you are correctly reported in the Journal you are now where John Sherman, Ben Harrison, and the other cuckoos in the republican party, who do Grover Cleveland's bidding on this money question are, and you are not in accord with the great mass of Kansas republicans and ought to be defeated at the polls in November next.

As much as it would grieve me to see a confederate soldier defeat you this year, there are worse political mistakes than voting for ex-confederate soldiers now, and to vote for a man who was in the confederate army thirty years ago, wrong though he may have been then, who is right now on this great question, is far better for the American people than to vote for a man who was right thirty years ago and fought in the Union army, who is wrong now and with England on this question; and I believe that it were better for the republican party to suffer defeat now on this money question, handicapped as it is by English and Grover Cleveland combinations, whereby it might learn some sense, than to have it win now on these issues in order to strand the party in 1896, and I would rather see you beaten now than to have your voice added to that of the gang in congress who are manipulating the republican party under the guiding hand of English domination.

How a man of your ability, with the

Continued on page 5.